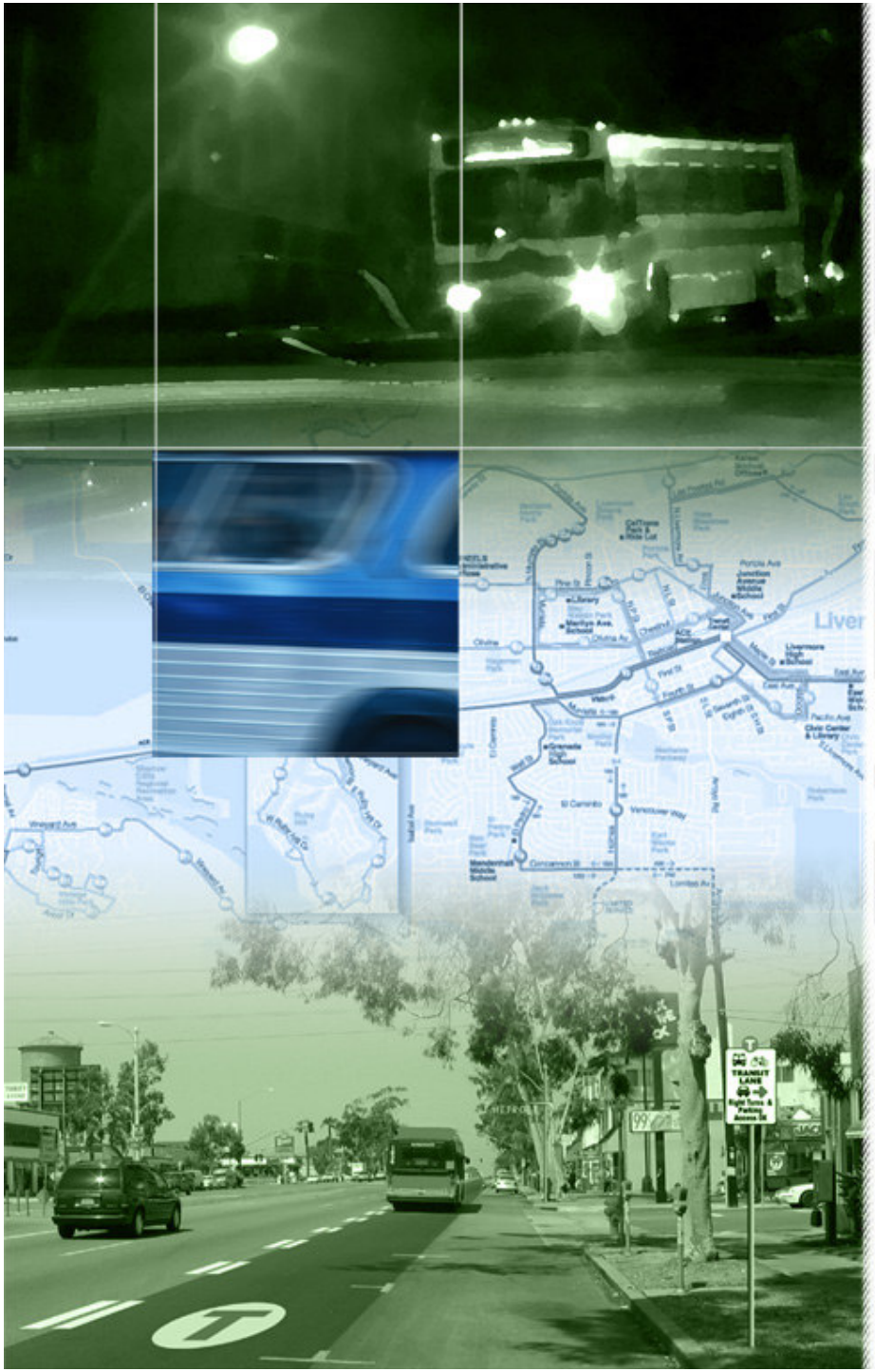

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Fresno Transit Master Plan Project

Technical Advisory Meeting

June 13, 2007

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Technical Advisory Committee (TAC)

June 13, 2007

- Public Presentations
- Executive Minutes of April 25, 2007
- Project Progress and Overview
- Preliminary Ridership Forecasts
- BRT Implementation Alternatives
- Public Meeting: Master Plan Open House

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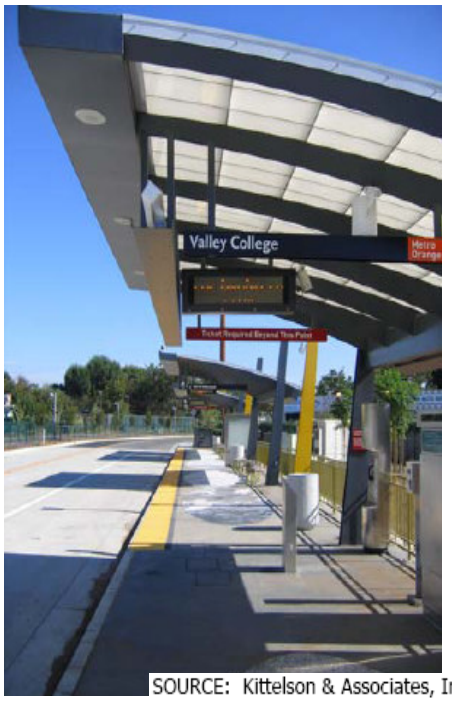
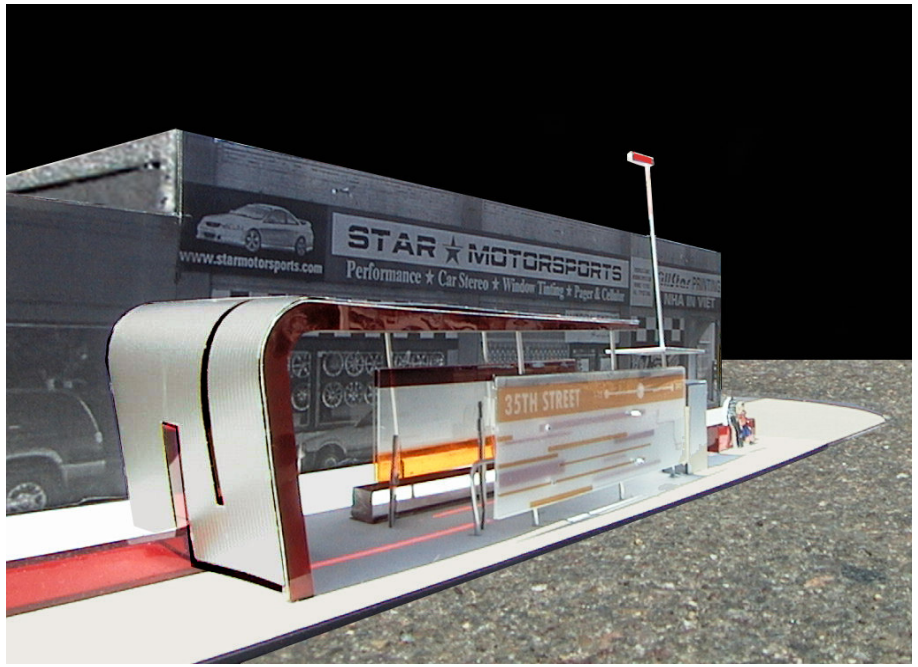
Elements of Bus Rapid Transit (BRT)

Substantial transit stations



SOURCE: Kittelson & Associates, Inc.



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Elements of Bus Rapid Transit (BRT)

Traffic signal priority / pre-emption

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Elements of Bus Rapid Transit (BRT)

Low-floor vehicles / level boarding

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Elements of Bus Rapid Transit (BRT)

Branding / Marketing

SOURCE: Regional Transportation Commission of Southern Nevada

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Elements of Bus Rapid Transit (BRT)

Curb Extensions

- Enlarged space for sidewalk boarding.
- Allows bus to stop in its own lane without pulling out from traffic.
- Extensions shorten pedestrians crossings.

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Elements of Bus Rapid Transit (BRT)

10 minute peak / 15 minute off-peak headways

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Amenities Provided by BRT

Real-time bus information

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Amenities Provided by BRT

Off-vehicle automatic fare collection

Minimizes dwell times at stations.

Fare collection for BRT could be similar to proof-of-payment on light rail or trolley systems.

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Amenities Provided by BRT

- Community maps / compass rose

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Additional Amenities Provided by BRT

- Raised curb for level boarding
- Additional seating at station
- Artwork / Landscaping
- Bicycle racks
- Public address system
- Enhanced pedestrian access

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BRT Implementation Alternatives

BASIC INVESTMENT

1. Substantial Transit Stations/Shelters
2. Real Time Passenger Information
3. Traffic Signal Priority / Signal Coordination
4. Off-board Fare Collection
5. Low-floor Vehicles or Level Boarding
6. Branding
7. 10 peak/15 off-peak headways
8. Queue jumper lanes and minimal dedicated lanes.

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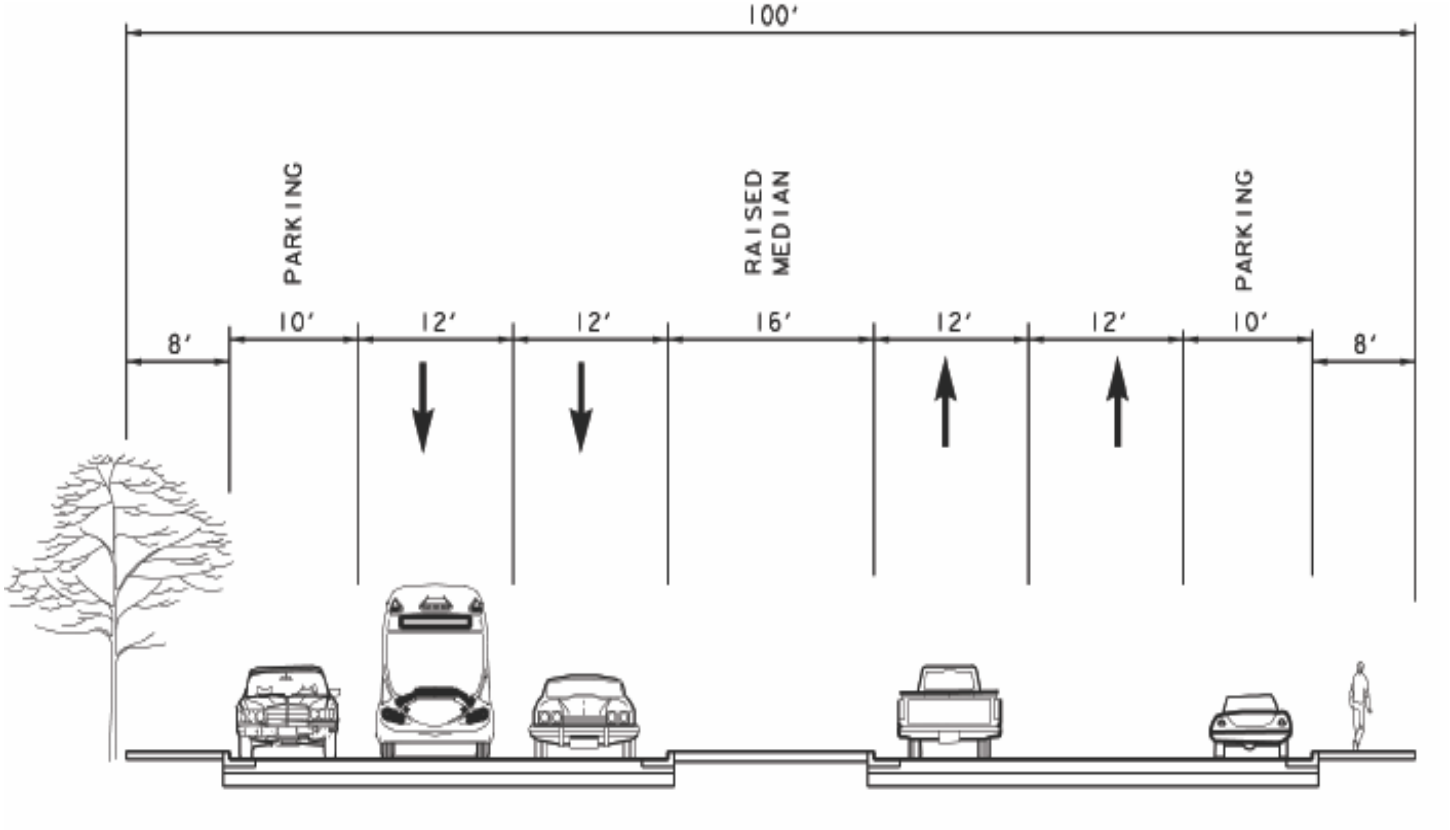
BRT Implementation Alternatives

BASIC INVESTMENT



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BRT Implementation Alternatives

BASIC INVESTMENT

Street Improvements	$ 500,000 per mile
Station Costs (Including amenities)	$ 450,000 per station
Traffic Signal Upgrade	$ 25,000 per signal
Right-of-Way Acquisition	$ 20 per SF
Contingency	30%
Environmental Documentation/Design	20%
Construction / Project Management	20%

4 miles, 14 intersections, 8 stations

VENTURA CORRIDOR	~$9.5-12 million
	~$2.3-3 million / mile

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BRT Implementation Alternatives

MODERATE INVESTMENT

1. Dedicated lanes
   - Color paved side-running or median lanes
2. Enhanced station investment
   - Landscaping
   - New paving
   - Way-finding signage
   - Additional lighting surrounding station
3. Amenities for passengers
   - Additional seating
   - Bicycle parking

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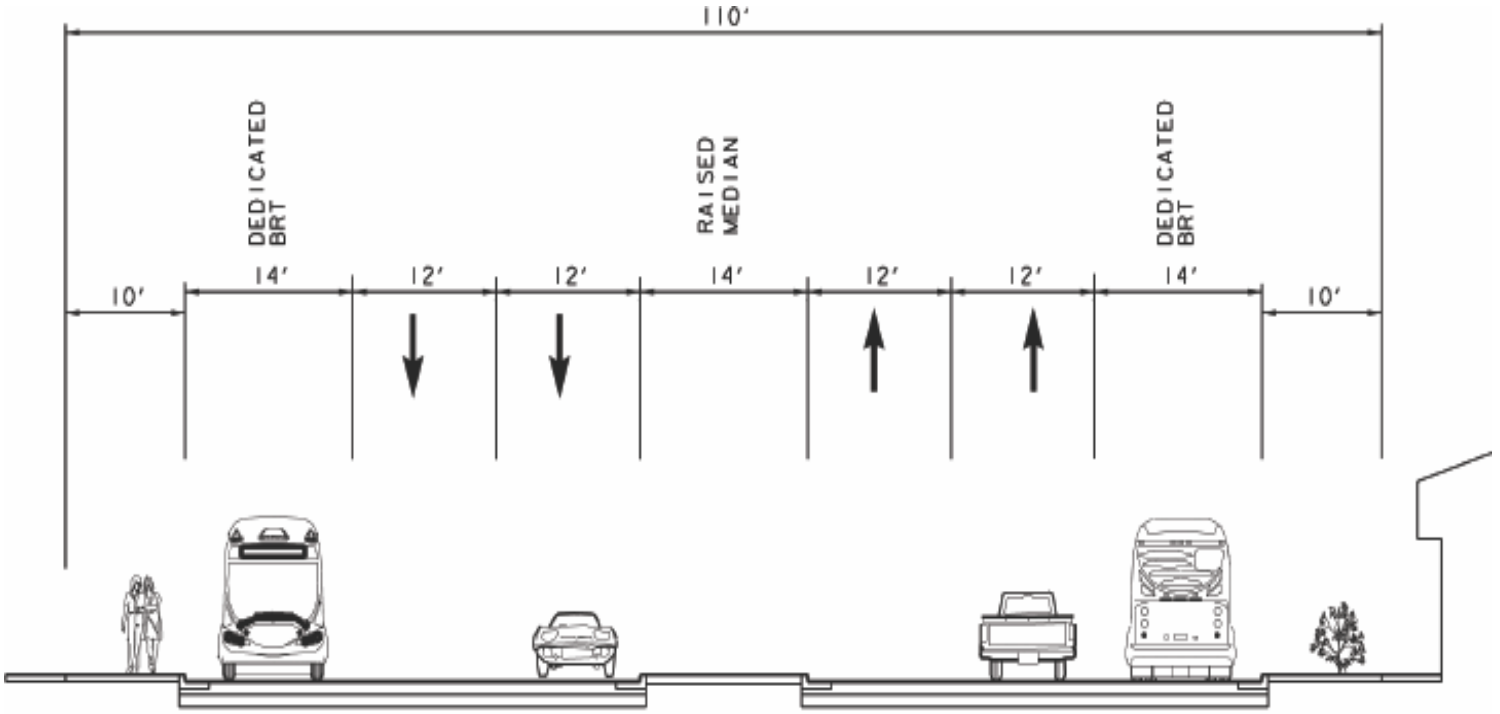
BRT Implementation Alternatives

MODERATE INVESTMENT



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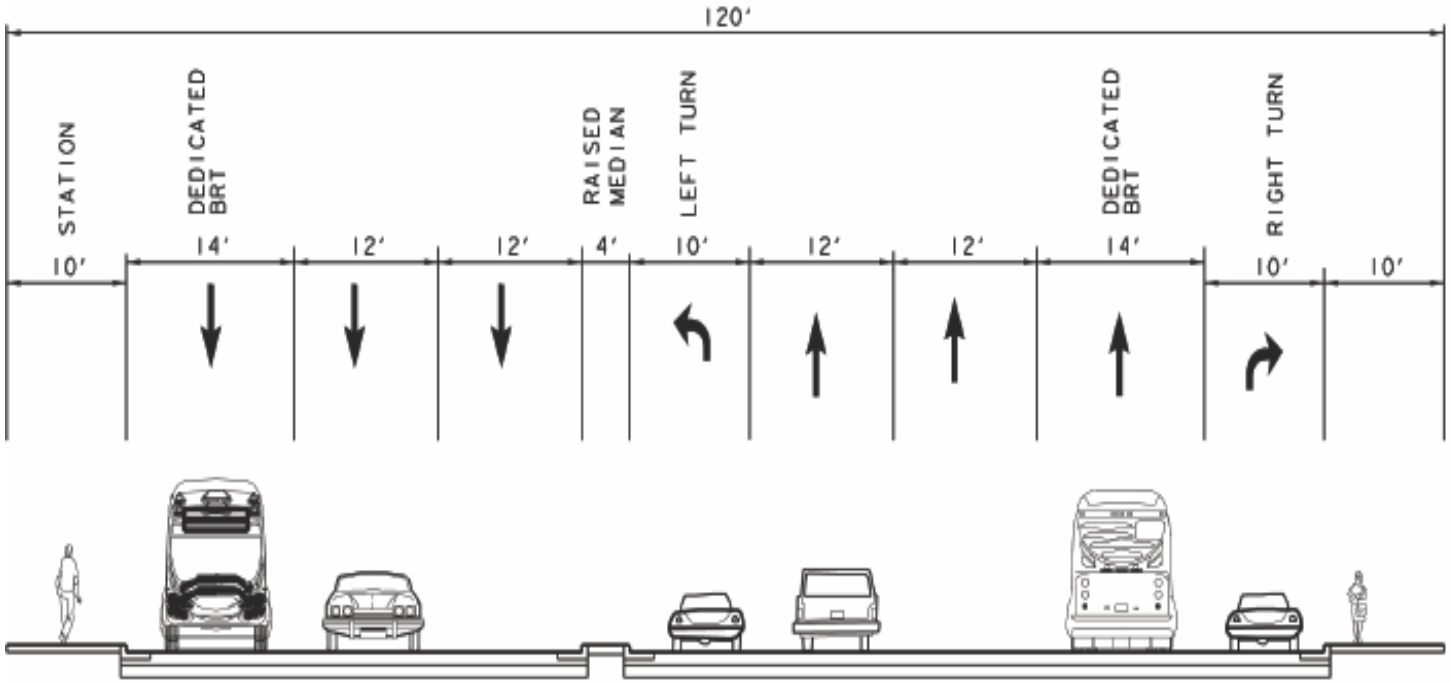
BRT Implementation Alternatives

MODERATE INVESTMENT



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BRT Implementation Alternatives

MODERATE INVESTMENT

Street Improvements	$ 1,000,000 per mile
Station Costs (Including amenities)	$ 600,000 per station
Traffic Signal Upgrade	$ 25,000 per signal
Right-of-Way Acquisition	$ 20 per SF
Contingency	30%
Environmental Documentation/Design	20%
Construction / Project Management	20%

4 miles, 14 intersections, 8 stations

VENTURA CORRIDOR	~$16-20 million
	~$ 4 - 5 million / mile

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BRT Implementation Alternatives

HIGH INVESTMENT

1. Physically separated lanes
   - Median arterial lanes
2. Major station investment
   - -Additional landscaping
   - -Special Paving
   - -Public art
3. Greater amenities for passengers
   - -Information kiosk
   - -Newspaper racks

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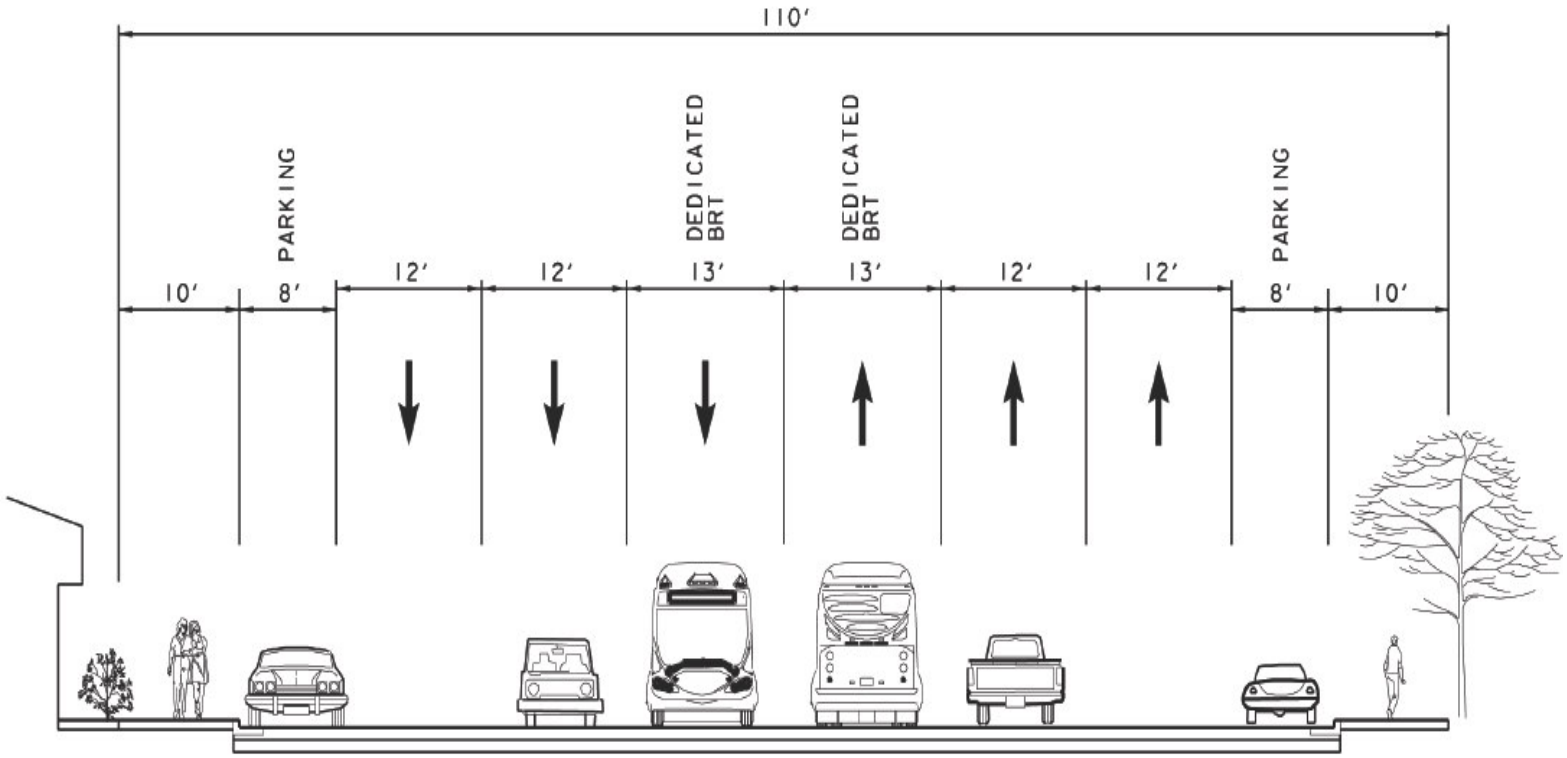
BRT Implementation Alternatives

HIGH INVESTMENT



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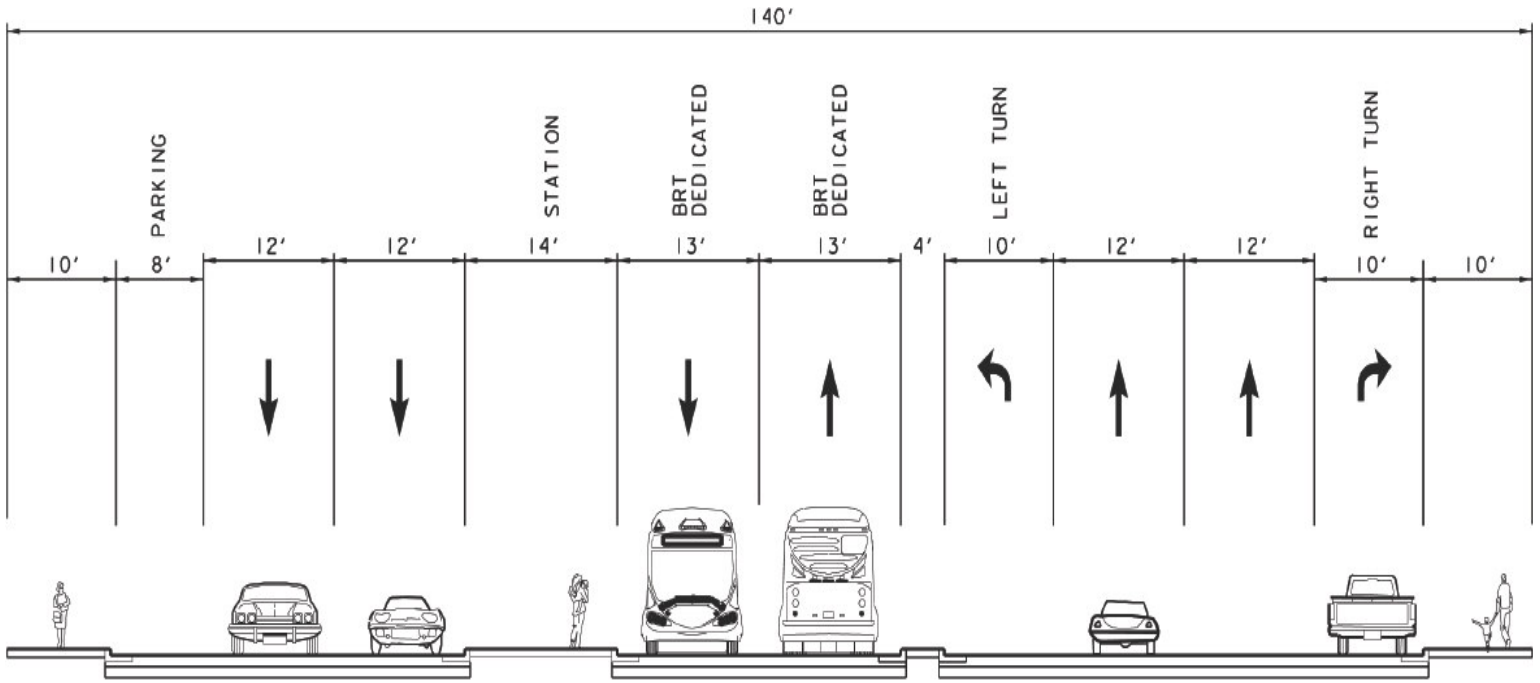
BRT Implementation Alternatives

HIGH INVESTMENT



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BRT Implementation Alternatives

HIGH INVESTMENT

Street Improvements	$ 3,000,000 per mile
Station Costs (Including amenities)	$ 1,600,000 per station
Traffic Signal Upgrade	$ 25,000 per signal
Right-of-Way Acquisition	$ 20 per SF
Contingency	30%
Environmental Documentation/Design	20%
Construction / Project Management	20%

4 miles, 14 intersections, 8 stations

VENTURA CORRIDOR	~$46-62 million
	~$ 10 - 15 million / mile

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Master Plan Open House

FORMAT

Open format for visitors to freely move between exhibits, diagrams, maps, and video presentation.

Section 1 – Rapid Transit Corridors in Fresno
* Peter Martin
Wilbur Smith and Associates

Section 2 – What is Bus Rapid Transit (BRT)?
* Edgar Torres
Kimley-Horn and Associates

Section 3 – 60’ Hybrid BRT Demonstration Vehicle (PENDING)
*Bill Coryell
NABI Bus USA

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and Associates, Inc.